

## **BAY CITY AREA TRANSPORTATION STUDY (BCATS)**

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### **Call To Order:**

The meeting was called to order at 1:30 p.m.

Those present were: Dave Engelhardt, BCATS staff; John Gaydos, City of Bay City; Susan Richardson, MDOT Planning; Dale Majerczyk, City of Essexville; George Augustyniak, Fraser Township; Vaughn Begick, Bay County Commissioner; Mike Niederquell, Wade Trim; Dennis Bragiel, Kawkawlin Township Supervisor; Mike Stoner, Bay Area Transit Authority; Jim Bedell, City of Bay City; Jim Lillo, Bay County Road Commission; Gary Brandt, Monitor Township Supervisor; Dave Geiger, MDOT Planning; and Dirk Westbury, BCATS staff.

Majerczyk requested a change to the meeting agenda to include a discussion on the determination of Lump Sum or Pro Rata for Economic Stimulus funding. Majerczyk would like the agenda item placed before the Road Commission TIP Amendment discussion (item #6).

A motion was made by Engelhardt, seconded by Gaydos, to include a discussion of the determination of Lump Sum or Pro Rata for Economic Stimulus funding to the BCATS Policy Agenda for discussion. Motion passed.

### **Approval of Minutes:**

It was moved by Augustyniak, seconded by Stoner, to approve the minutes from the February 18, 2009 meeting. Motion Passed.

### **Public Comment:**

There was no public comment brought before the committee.

### **Update From Bay Metro Transit:**

Stoner discussed that Bay Metro Transit has submitted a stimulus application for urban funding. Stoner also discussed that Bay Metro Transit has temporarily changed their hours of service to run an hour earlier and an hour later. This was done to determine what sort of change in rider ship would occur. During the temporary expanded hours of service, there was a significant increase in college students and staffers utilizing Bay Metro Transit services.

### **Letter from Bay Area Chamber of Commerce:**

Engelhardt provided everyone with a handout of the letter from the Bay Area Chamber of Commerce requesting BCATS assistance in the correct process for building support for a list of projects. The letter requested support in building support and finding funding from BCATS for the following projects: Widening and improving M-84 from Saginaw County Line to Euclid Avenue and Salzburg Road to the Bridge in Bay City, New interchange at Mackinaw Road and US-10 and widening and improving Mackinaw Road to Delta College, New interchange at Garfield Road and US-10 and widening and improving Garfield Road to new MBS Airport Terminal, Resurfacing and widening I-75 from Wilder Road to the Arenac County Line, and making M-138 an All Season Road in Bay and Tuscola Counties. The Chamber was requesting assistance in building support for these projects with the ultimate goal of having these projects listed in MDOT's 5 year plan and finding funding for the

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projects.

The Chamber did not provide any specific information about these projects, including survey results, plans or costs estimates. Majerczyk voiced his concern and reluctance at writing a letter of support without further project information. Engelhardt agreed and said that four of the five proposed projects would need to go through the proper planning channels of project prioritization and study like all BCATS projects placed in the Long Range Plan. The other project, M-84, is set to receive Economic Stimulus funds for a portion of the project, with the balance of the project currently identified to be completed in 2013. Engelhardt also pointed out that two of the five projects are not in BCATS jurisdiction, so the Chamber would need to coordinate with other entities to gain support for those projects. Some of the projects are multi-jurisdictional so coordination needs to occur with all entities having a vested interest in the projects.

Engelhardt said that he would pursue requesting a "select link" output option from the Travel Demand Model to which might provide data to use in an analysis of the two proposed interchanges and widening of the road for the airport. This may be a useful tool for the Chamber to use as they gain support for their projects. Gaydos mentioned that the airport had their own traffic study, but it was only for on-site traffic.

Begick stated that the reasoning behind making M-138 into an All Season Road in Bay and Tuscola Counties was to provide benefit to the economic development of the agricultural production in that part of the county. Geiger said that this project was not high on MDOT's list due to the low traffic volumes and the amount of available funding.

Geiger further stated that the resurfacing of I-75 from Wilder Road to the Arenac County Line was put on the initial Stimulus list for funding, but due to the limited funds available, this project was pulled from the list. If additional Economic Stimulus funds become available, this project might get done.

Everyone agreed that the interchange at Mackinaw Road and US-10 needs improving and possibly widening especially since the addition of the Fabiano Brothers distribution center near the interchange. Brandt explained that the Mackinaw Road Project was an important project that should get immediate attention.

The Chamber's high priority project is the new interchange at Garfield Road and US-10 and the widening and improving of Garfield Road to the new MBS Airport Terminal. This is the project that the Chamber wants to see move forward immediately.

Engelhardt again stressed the importance of these projects going through the proper planning process in order to be studied, receive the appropriate priority by the parties involved if the desire is to end up on MDOT's 5-year plan list. He felt that

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BCATS could point the Chamber in the right direction on who might be the other appropriate agencies and how to proceed with the process. However, there is no way to support the listed projects or to place them in the 5-year plan without having more information and better coordinated support from all appropriate agencies. Gaydos reiterated the concern that any support by BCATS is likely to compete with other BCATS supported projects. Additionally, Gaydos commented that he was not in a position to vote until meetings with the Mayor of Bay City, and the Commission President were held and this issue discussed and direction given to Gaydos. Bedell commented that BCATS should not be supporting projects outside of the BCATS study area.

A motion was made by Begick, seconded by Bedell, to acknowledge the official receipt by the BCATS Policy Committee of the Bay Area Chamber of Commerce letter dated April 1, 2009. Motion passed.

### **Lump Sum or Pro Rata for Economic Stimulus Funding:**

Engelhardt discussed a letter dated April 7, 2009 regarding the determination of Lump Sum or Pro Rata for Economic Stimulus project. As a group, BCATS has historically used Lump Sum for all projects. For Economic Stimulus Projects there are 2 options for Lump Sum, 1.) Lump Sum of Economic Stimulus Funds of 100% for all BCATS Economic Stimulus Projects up to the bid amount, or 2.) Lump Sum for all Economic Stimulus projects up to 100% of the bid amount, and allowing the use of Economic Stimulus Funds with other federal funding sources that require a local match with the total funding not exceeding 100% of the total bid amount. Discussion ensued. It was discussed and Richardson concurred that use of Option 2 was the most appropriate if any projects had multiple federal funding sources.

A motion was made by Lillo, seconded by Gaydos, to approve the use of lump sum Option 2. Motion passed.

### **Public Hearing - Bay County Road Commission TIP Amendment:**

The Public Hearing was called to order at 2:07p.m. by Dale Majerczyk, Chairman of BCATS. The purpose of the Public Hearing was to discuss the Bay County Road Commission TIP Amendment for Beaver Road. Engelhardt gave an overview of the Bay County Road Commission amendment and provided everyone with a handout of the amendment change. In the TIP the Bay County Road Commission project for Beaver Road was originally two separate jobs scheduled for two different years. However, now the project has been repackaged as one project, with no change to the cost with a slight change to the project description. This project is a Rural funded project. Discussion ensued regarding what constituted the Urban Boundary. Discussion ensued.

The Public Hearing on the Bay County Road Commission TIP Amendment for Beaver Road was adjourned at 2:26 p.m.

The regular BCATS Policy Committee Meeting was reconvened at 2:26 p.m.

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### **Approval of Bay County Road Commission TIP Amendment:**

A motion was made by Lillo, seconded by Richardson, to amend the BCATS TIP so that the Bay County Road Commission Beaver Road Project would be listed as one project, rather than two. Motion passed.

### **Public Hearing - Bay Metro Transit 2008-11 TIP Amendments:**

The Public Hearing was called to order at 2:27p.m. by Dale Majerczyk, Chairman of BCATS. The purpose of the Public Hearing was to discuss the Bay Metro Transit TIP Amendments. Engelhardt gave an overview of the Bay Metro Transit amendments and provided everyone with a handout listing the amendment changes. Most of the BMTA projects are already projects in the original TIP but will now be receiving Economic Stimulus Funding (A307), with the addition of one project for security equipment, a requirement in the Economic Stimulus Package. Discussion ensued.

The Public Hearing on the Bay Metro Transit 2008-11 TIP Amendments adjourned at 2:32 p.m.

The regular BCATS Policy Committee Meeting was reconvened at 2:32 p.m.

### **Approval of Bay Metro Transit 2008-11 TIP Amendments:**

A motion was made by Lillo, seconded by Richardson, to amend the BCATS TIP to include the Bay Metro Projects listed on the handout. Motion passed.

### **Public Hearing - Various MDOT 2008-11 TIP Amendments:**

The Public Hearing was called to order at 2:34 p.m. by Dale Majerczyk, Chairman of BCATS. The purpose of the Public Hearing was to discuss the various MDOT 2008-11 TIP Amendments. Engelhardt gave an overview of the various MDOT 2008-11 TIP amendments and provided everyone with a handout listing the amendment changes. Some jobs listed were in the TIP with changes in the scope of work and cost corrections, other projects added include various GPA projects and PE for the I-75 project. Discussion ensued.

The Public Hearing on the various MDOT 2008-11 TIP Amendments adjourned at 2:36 p.m.

The regular BCATS Policy Committee Meeting was reconvened at 2:37 p.m.

### **Approval of Various MDOT 2008-11 TIP Amendments:**

A motion was made by Richardson, seconded by Gaydos, to approve the various MDOT 2008-11 TIP Amendments as listed. Motion passed.

### **Public Hearing - Stimulus Funded Local Agency TIP Amendments:**

The Public Hearing was called to order at 2:38 p.m. by Dale Majerczyk, Chairman of BCATS. The purpose of the Public Hearing was to discuss the stimulus funded local agency TIP Amendments. Engelhardt gave an overview of the stimulus funded local agency TIP Amendments, the projects include Wilder Rd joint repairs, Borton Ave resurfacing, Marquette Ave Connector reconstruction, and Truman Parkway &

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Woodside Ave joint repairs. With Borton Ave set to receive economic stimulus funds, STUL funds in 2010 became available. This amendment will transfer the available STUL funds to the Bay Arenac Drive Resurfacing Project, and adjusting the 2011 funds to the Midland road project based on current TIP revenue estimates. Discussion ensued.

The Public Hearing on the Stimulus Funded Local Agency TIP Amendments and other minor TIP amendments with STP funds adjourned at 2:40 p.m.

The regular BCATS Policy Committee Meeting was reconvened at 2:40 p.m.

### **Approval of Stimulus Funded Local Agency TIP Amendments:**

A motion was made by Augustyniak, seconded by Begick, to approve the stimulus funded local agency TIP Amendments and other TIP adjustments utilizing STP funds as listed. Motion passed.

### **2010-13 TIP Approval Time Line:**

Engelhardt discussed the possible need to adjust the time line for BCATS adoption of the 2010-13 TIP. The original scheduled June approval date will have to be moved to the August BCATS Policy Meeting. Engelhardt stated that no formal time line has been given by the State and nothing has been finalized. However, if BCATS can approve the TIP at the August meeting the group should be on track. Discussion ensued.

### **BCATS Director Authority to Amend BCATS 2008-11 TIP:**

Engelhardt discussed the need to have some administrative authorization to make the various changes to the 2008-11 TIP for possible changes in economic stimulus funding. Engelhardt explained that it would be in the best interest of time management to have some sort of authorization in place.

A motion was made by Stoner, seconded by Richardson, to grant administrative authorization to David Engelhardt as BCATS Director to make changes in the TIP for projects, including transit and MDOT projects for economic stimulus funding, as long as he is given e-mail approval by the corresponding implementing agencies. Motion passed.

### **BCATS Public Involvement Plan:**

There may be a need to change the current BCATS Public Involvement Plan since the Bay City Times is limiting their publication to only three days a week. Engelhardt will look into the rules governing the public involvement plan to determine if changes are required and if so, how we can go about making such changes. Richardson will check at her end to see if there are any rules governing this process and how and if digital publication can fill the requirement. It was suggested that the notices could be published in the Bay City Democrat rather than the Bay City Times due to the costs. Engelhardt will look into this possibility. Gaydos asked if there were any rules that governed the publishing of public notices in electronic format/on-line newspapers. Discussion ensued.

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### **Trumbull/Wilder Road Corridor Update:**

Engelhardt provided everyone with an update of the Trumbull/Wilder Road Corridor Project. This project is moving forward and will be discussed at in depth at a special Technical Committee Meeting held next month. The City of Bay City is favoring a three-lane road for Trumbull between M-25 and Woodside Ave for this project, though nothing has been finalized.

### **Non-Motorized Update:**

Westbury provided everyone with the new brochure for the Rail Trail. The regional unveiling of the findings of Phase II of the Tri-County Regional Path Study that took place on March 11<sup>th</sup> at Delta College went quite well. There was a good turnout for the event. Majerczyk wondered if Essexville should post signs pointing people to the bike paths in their area to show where designated trails exist. Discussion ensued.

### **Projects Update:**

The ***Beaver Rd project*** is planned for later this year, as well as ***Wilder Rd joint patching*** and ***replacing the traffic signal at Wilder Rd and State Park Dr.*** The pre-con meeting was held for ***Harrison St*** with construction to begin April 27<sup>th</sup>, with a mid-August completion date. The ***Marquette Ave Connector*** project will be let July, 10<sup>th</sup> and begin construction in Mid-August, with completion planned for November 15<sup>th</sup>. SHPO states that the project needs monitoring, and Bay City will be using the same contractor for archeological monitoring as the Harrison St project. The ***Truman Parkway Bridge*** will be closed after Memorial Day and reopen before July 4<sup>th</sup> for critical bridge repairs. ***M-25 Center Ave*** project is underway, and will be closed until November 11<sup>th</sup>.

### **Other/New Business:**

#### **Flexible Match:**

Engelhardt discussed the issue of Flexible Match and how fringe and overhead costs were not eligible as previously believed. As a result, BCATS might be shy of the required match. Engelhardt urged all to document all efforts that are eligible as match. Engelhardt will get back to the committee with more information.

As there was no further business, the April 15, 2009 BCATS Policy Committee meeting was adjourned at 3:15 p.m.

Respectfully submitted,

David Engelhardt  
BCATS Director

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*Transcribed by C. Gaul*

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